

### Cambridge Access Study and Tackling peak-time congestion in Cambridge

The Cambridge Access Study was carried out as part of the work of the Greater Cambridge City Deal. The City Deal Joint Assembly (2 June) and the Executive Board (9 June) considered and supported consulting on a congestion reduction package.

The congestion reduction consultation package (Tackling peak-time congestion in Cambridge) describes the key parts of the proposed congestion reduction package in the following words:

- **Congestion control points** These are similar to the established and successful core scheme in the city centre. 'Virtual closures' for general traffic at key points on the city's road network would create a low-traffic zone during rush hour through which only buses, cyclists, local taxis and emergency vehicles could travel. Drivers could still access streets in the zone but would need to find an alternative route or – as is the aim - switch to bus, cycle or walking for part of their journey. The closures would be enforced through the use of Automatic Number Plate Recognition and £60 penalty fines.
- **A Workplace Parking Levy (WPL)** Based on a successful scheme in Nottingham, big employers with lots of parking space for employees would be charged an annual fee for each commuter parking space. This will likely be those employers with more than ten parking spaces. This would also encourage people to switch to other modes as well as create an important new funding stream to invest in better local transport to ease commuter trips.
- **On-street parking controls** The package supports an expansion of Residents' Parking Zones in areas near large workplaces would further discourage commuter car journeys and work with WPL ensuring parking is not displaced to nearby streets, ensuring limited on-street parking is prioritised for residents.
- **Smart technology** The use of technology and data to help people make smart travel choices including 'digital way finding', real-time traffic alerts and intelligent traffic signals prioritising bus and cycle trips.

The consultation runs until **Monday 10 October 2016**.

### Devolution update

As we have reported to previous parish council meetings, national government has been working with councils and public bodies in a number of different areas in England to look at agreements that would transfer a number of responsibilities and related funding currently held nationally to local areas. The one stipulation from national government is a requirement to have an elected mayor for the local area.

The responsibilities and funding that would be transferred in any deal are currently held by national government, so a deal would **not** change the way each council provides its services to their local communities.

The deal for the Cambridgeshire and Peterborough area has been negotiated with Government by Cambridgeshire County Council, Peterborough City Council, Cambridge City Council, South Cambridgeshire District Council, Fenland District Council, Huntingdonshire District Council, East Cambridgeshire District Council and The Greater Cambridge Greater Peterborough Enterprise Partnership (LEP).

The deal would mean that a greater number of decisions on public services would be made locally rather than nationally and covers housing and planning, transport, skills, employment and funding.

All seven councils believe that a devolution deal for Cambridgeshire and Peterborough would be an opportunity to boost jobs, transport and affordable homes across the county and therefore put the deal out for consultation to assess the public's views on the devolution package on offer.

The proposal includes forming a Cambridgeshire and Peterborough Combined Authority chaired and led by a Directly Elected Mayor. The deal could bring about the following benefits for the area, including:

- A new £20million annual fund for the next 30 years (£600million) to support economic growth, development of local infrastructure and jobs;
- A new £100million housing fund to be invested over the next five years to build more homes in Cambridgeshire and Peterborough including affordable, rent and shared ownership;
- A new £70million fund to be used to build more council rented homes in Cambridge over the next five years because house prices are so high in the city;
- Providing new homes across Cambridgeshire and Peterborough including affordable homes in Greater Cambridge;
- Rail improvements, including a new station at Soham, (new rolling stock, improved King's Lynn, Cambridge, London rail);
- A local integrated job service working alongside the Department for Work and Pensions;
- Co-designing with Government a National Work and Health Programme focussed on those with a health condition or disability, as well as the long-term unemployed;
- Integrating local health and social care resources to provide better outcomes for residents;
- A devolved skills and apprenticeship budget to give more opportunities to our young people;

There would also be checks and balances with representatives of the partner organisations making sure any decisions are made democratically. **No powers will be taken away from councils without their consent.**

A consultation period ran from 8 July to 23 August 2016. The consultation included an Ipsos MORI poll of over 2,000 local residents, an on-line survey and comments received from businesses, community groups, parish councils and other organisations. The results of the Ipsos MORI poll have just been announced and all the responses will be considered at special council meetings. All the councils involved are organising special council meetings about the devolution proposals towards the end of October, the special County Council meeting being on 25 October. By the end of October, therefore, there should be a clear indication about the future of devolution for the Cambridgeshire and Peterborough area.

### **Local Highway Improvement (LHI) funding**

Details of the 2017/18 round of the Local Highways Improvement scheme have just been circulated to parishes. Bids for funding in 2017/18 have to be submitted by **30 November 2016**. As in previous years parishes are required to agree a financial contribution of at least 10% to any approved scheme.

There has been some consideration about highways safety measures in the centre of the village near the school. Bids where local parishes work together and/or with another public body, such as a school governing body, are well received. There is time for such a bid, backed by evidence of traffic speeds, to be submitted if there is local support.

### **Riverside Stables**

The latest position regarding Riverside Stables was reported to the District Council's Planning Committee in September – see Page 209, Enforcement Report, section 5(a) of the 7 September 2016 agenda papers.

### **SCDC Scrutiny**

I am Chair of the SCDC Scrutiny Committee and our two most recent meetings have focussed on the planning department at SCDC. Our next meeting will focus on the SCDC Call Centre.

**Tony Orgee**  
**District Councillor for Little Abington**